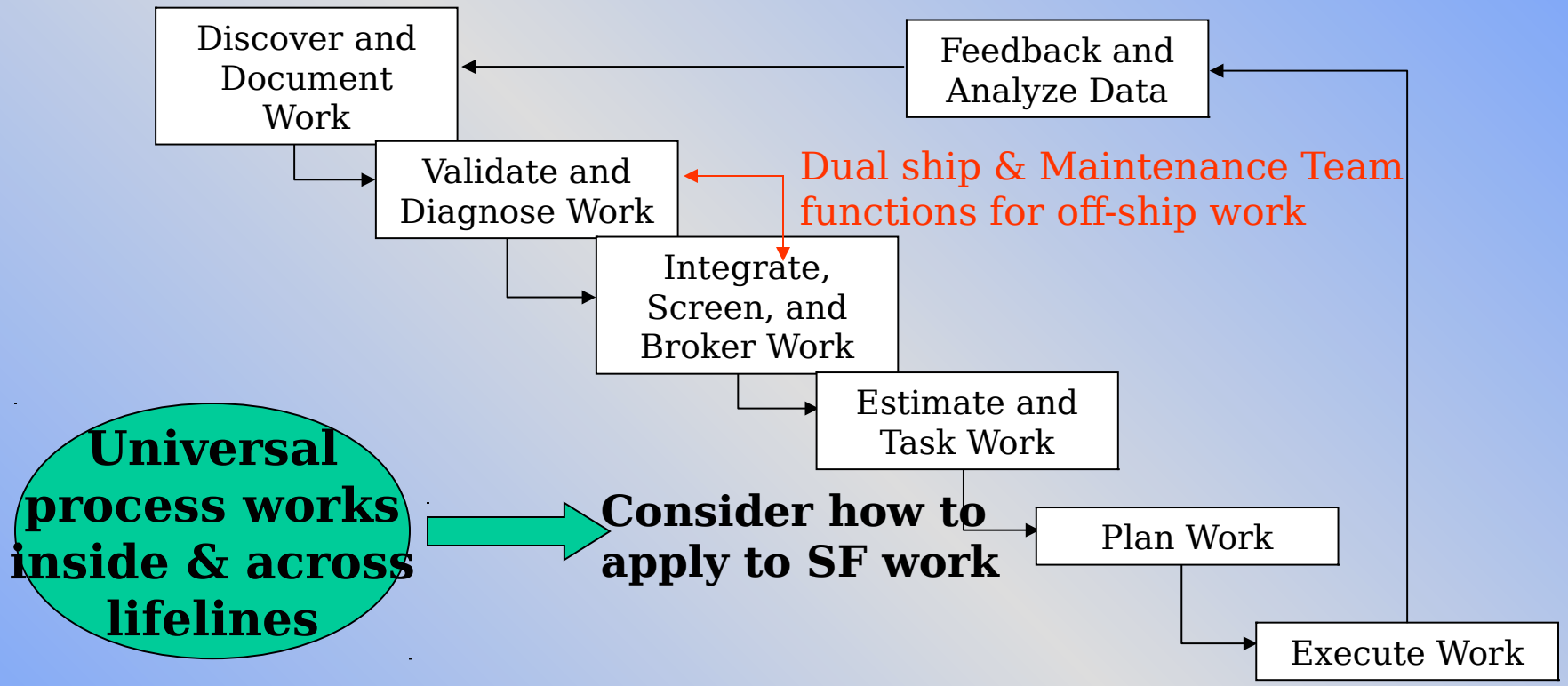
Command Level Availability Management Brief

Integrated Fleet Maintenance

Integrated Fleet Maintenance Management - IFMM

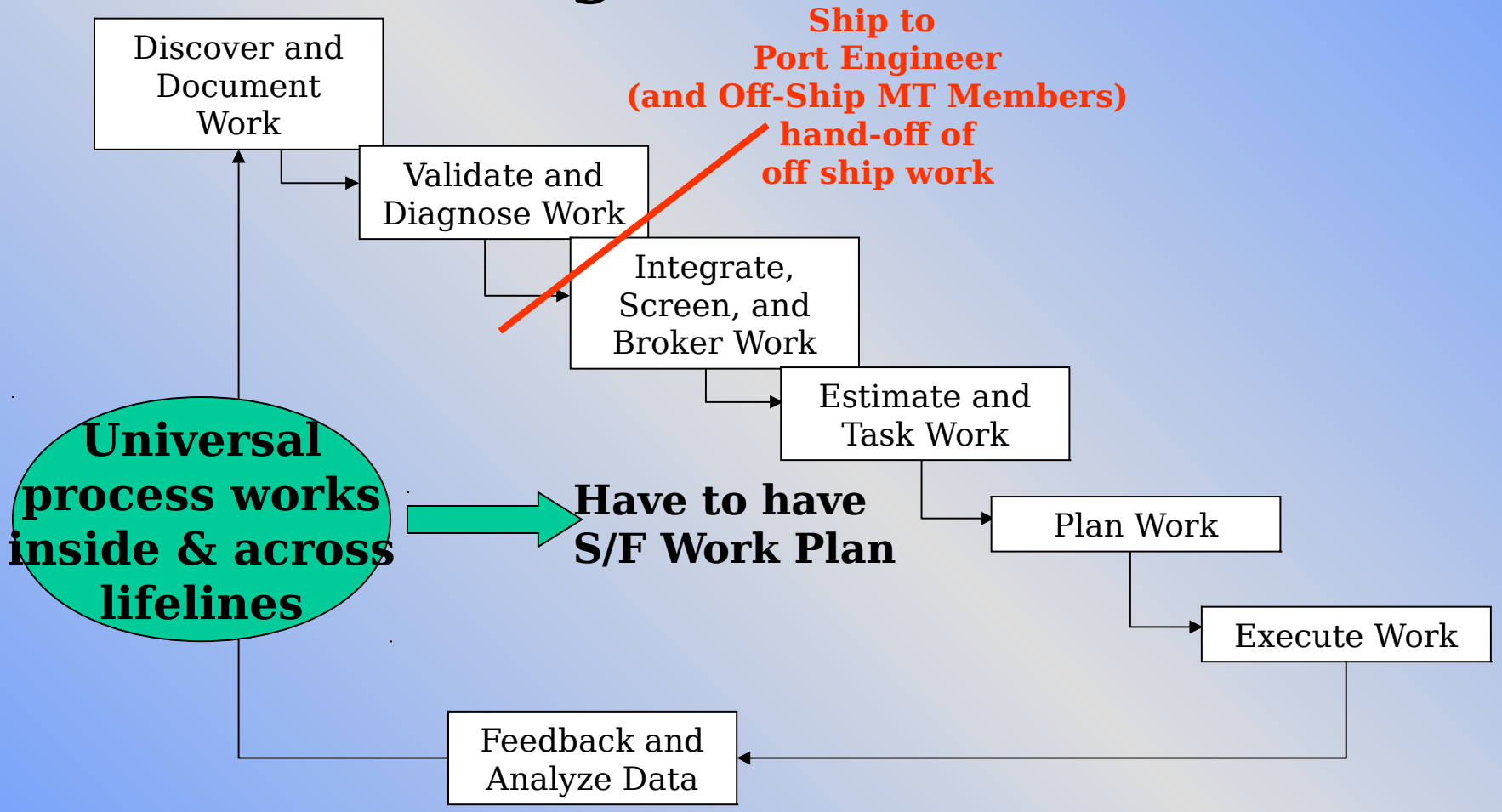
universal process for documenting and processing maintenance information

Integrated Fleet Maintenance Management Process

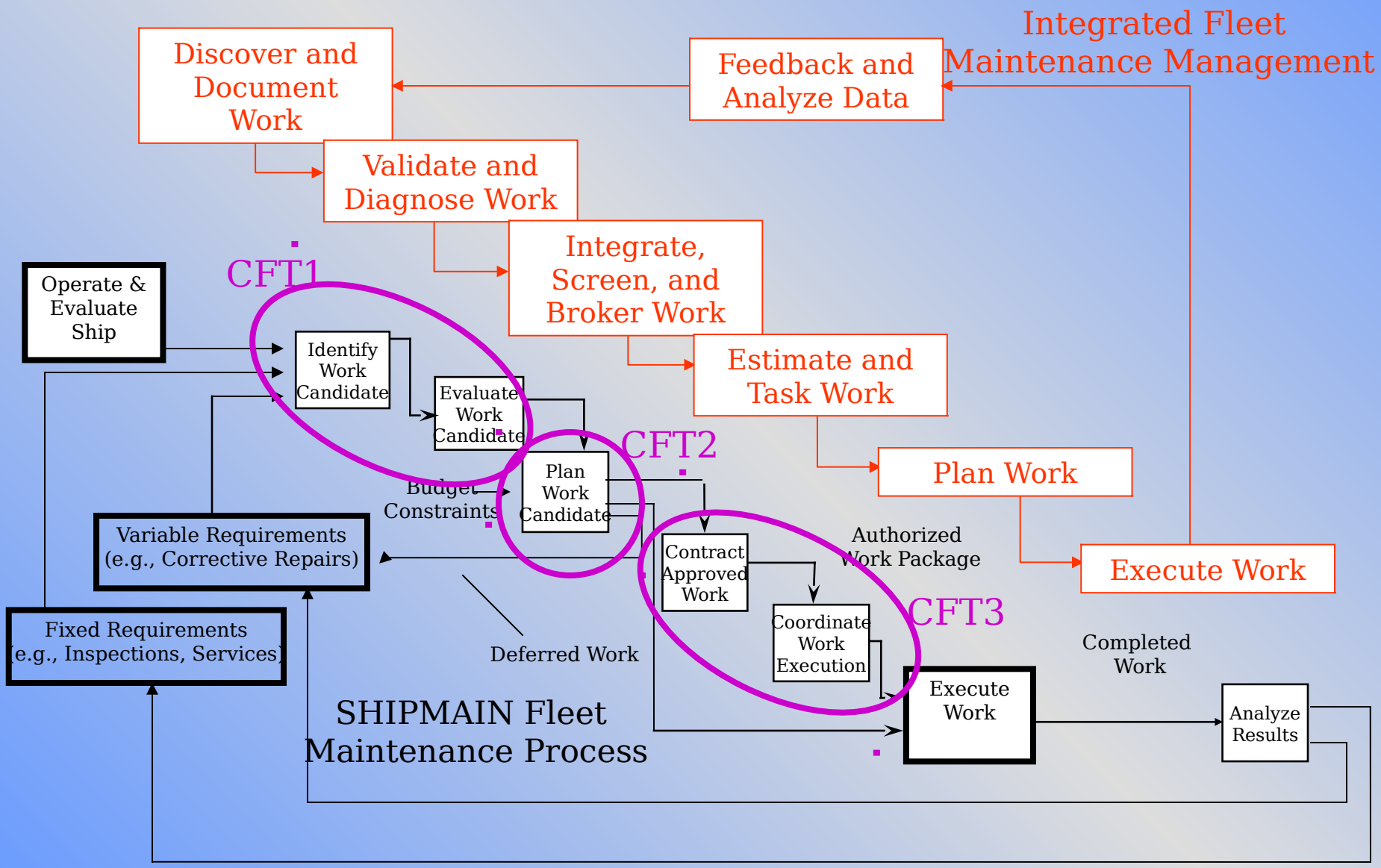

Discover and Document Work
Feedback and Analyze Data
Validate and Diagnose Work
Dual ship & Maintenance Team functions for off-ship work
Integrate, Screen, and Broker Work
Estimate and Task Work
Universal process works inside & across lifelines
Consider how to apply to SF work
Plan Work
Execute Work

The common workflow. Next, a walk-through of CNSL Continuous Maintenance using this workflow

Integrated Fleet Maintenance Management Process


Discover and Document Work
Validate and Diagnose Work
Integrate, Screen, and Broker Work
Estimate and Task Work
Plan Work
Execute Work
Feedback and Analyze Data
Ship to Port Engineer (and Off-Ship MT Members) hand-off of off ship work
Universal process works inside & across lifelines
Have to have S/F Work Plan

IFMM and SHIPMAIN Processes



Discovering Work

- *Operations, self-assessment, scheduled assessments*
  - *Watch Standing, Zone Inspections, Planned Maintenance*
- *Categories*
  - *Time-based*
    - *Servicing & Inspection Tasks*
    - *Mandatory/Legislated Tasks*
  - *Ship Alteration*
  - *Condition-Based Maintenance (CBM) Requirements*
    - *Assessment Tasks*
    - *Corrective/Restorative Tasks*

Majority of CNSL Depot Level Maintenance is Condition-Based

Zone Material Inspections

- *Navy Regulations, Article 0808*

"The commanding officer shall hold periodic inspections of the material condition of the command, not on weekends or holidays, to determine deficiencies and cleanliness. When the size of the command precludes completion of the inspection in a reasonable time, the commanding officer shall designate zones to be inspected by heads of departments or other responsible officers, and shall personally inspect at least one zone, alternating zones in order that the commanding officer i e entire command at minimum intervals."

The Navy SORM, CNSFINST 3120.1 and CNSL Best Practice build on this regulation

Zone Material Inspections

- OPNAVINST 3120.32C (SORM), Article 620.13
  - All spaces should be visually inspected at least quarterly
  - Inspectors should be most experienced officers
    - Rotate zones inspected
    - Inexperienced officers assigned as assistant inspectors
  - CO inspect different zone each inspection
    - Inspect whole unit within “reasonable period of time”
    - Assure self that inspections being conducted & deficiencies corrected

Zone Material Inspections

- *COMNAVSURFORINST 3120.1 (Zone Inspections)*
  - *All spaces*
    - *Should be included*
    - *Should be visually inspected at least once a quarter*
      - *Schedule concurrently with Division in the Spotlight*
  - *Commanding Officer shall*
    - *Be overall responsible*
    - *Participate as inspector*
    - *Train officers and chief petty officers*
  - *Provides*
    - *Zone Inspection Discrepancy List (ZIDL) format*
    - *Zone Inspection Material Checklist*

Discovering Work

Continuous Maintenance Material Assessment Process Guiding Principles

At least one look per cycle per "maintenance object"

- *Use existing databases - no secret databases*
  - *3-M*
  - *CSMP*
  - *ICMP*
  - *SCLSIS/CDMD-OA*
  - *Master Assessment Index (MAI)*
- *Develop & use standard test procedures - no secrets:*
  - *PMS use Maintenance Requirement Card (MRC)*
  - *ICMP use Master Job Catalog (MJC) item (or*

Discovering Work

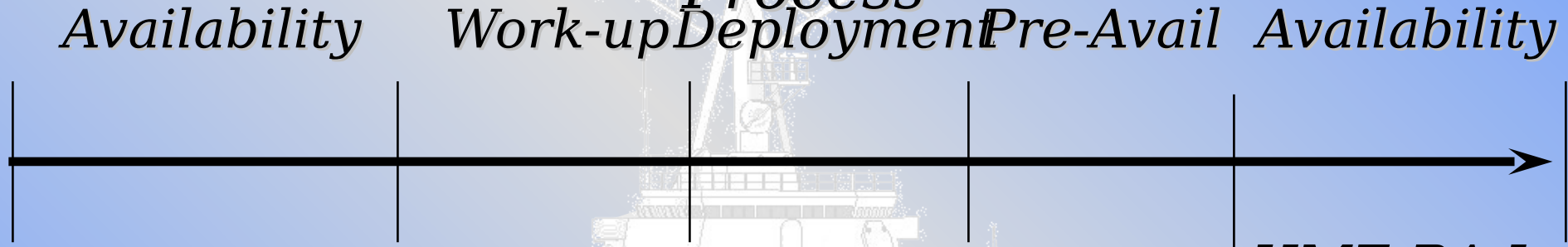
ntinuous Maintenance Material Assessment Proces

Guiding Principles

- *Document configuration discrepancies, tech manual deficiencies & PMS problems*
  - *Fix resources as well as equipment*
- *Use Navy supply system*
- *Use existing financial systems*
  - *He who installs the parts, buys the parts*
- *Follow standard Navy maintenance & QA processes for criticality & level of work*
- *No grades or performance evaluations assigned*

Work Candidate Discovery

Continuous Maintenance Material Assessment Process



HME-RA I (Structural - Next Avail)

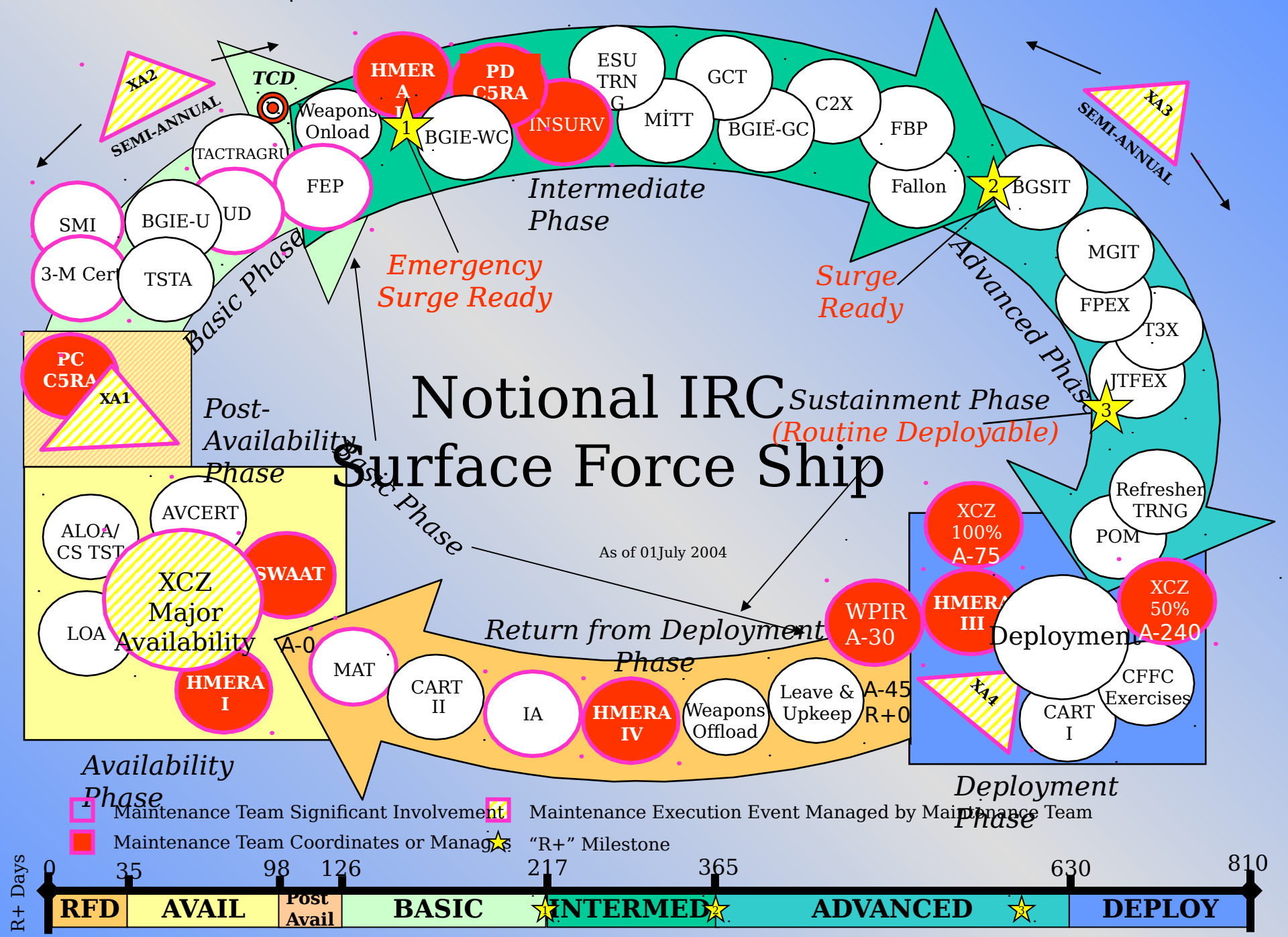
HME-RA II/ PCA-C5RA & PD-C5RA (Operational)

HME-RA II (Misc Equip)

HME-RA II Condition Based Tech Assist

HME-RA I (Structural - Next Avail)

Master Assessment Index (MAI) lists universe of assessment tasks,indicates recommended time frames, and assessing activity


Notional IRC
Surface Force Ship
As of 01July 2004
Post-Availability Phase
Basic Phase
Intermediate Phase
Advanced Phase
Sustainment Phase
(Routine Deployable)
Emergency Surge Ready
Surge Ready
Return from Deployment Phase
Availability Phase
Deployment Phase
XA2
SEMI-ANNUAL
TCD
Weapons Onload
TACTRAGRU
FEP
SMI
BGIE-U
UD
3-M Cert
TSTA
HMERA II
PD C5RA
INSURV
BGIE-WC
ESU TRNG
MITT
GCT
BGIE-GC
C2X
FBP
Fallon
BGSIT
XA3
SEMI-ANNUAL
MGIT
FPEX
T3X
JTFEX
PC C5RA
XA1
ALOA/ CS TST
AVCERT
XCZ Major Availability
SWAAT
LOA
HMERA I
A-0
MAT
CART II
IA
HMERA IV
Weapons Offload
Leave & Upkeep
A-45
R+0
WPIR A-30
XCZ 100% A-75
HMERA III
Deployment
Refresher TRNG
POM
XCZ 50% A-240
CFFC Exercises
CART I
XA4
Maintenance Team Significant Involvement
Maintenance Team Coordinates or Manages
Maintenance Execution Event Managed by Maintenance Team
"R+" Milestone
R+ Days
0
35
98
126
217
365
630
810
RFD
AVAIL
Post Avail
BASIC
INTERMED
ADVANCED
DEPLOY

Discovering Work Distance Support

(COMNAVSURFOR 162034Z OCT 02 and COMFLTFORCOM 291336Z)

- Use of Distance Support is CNSF policy
  - DS must be used as first option
  - Applies to both material and personnel issues
  - Collaborative chat tools available
  - CVBGs and ARGs will establish own BG DS guidelines
- Material Issues
  - FTSC is first point of contact for material DS requests
    - Contact via e-mail or telephone or web site

Discovering Work Distance Support

(COMNAVSURFOR 162034Z OCT 02 and COMFLTFORCOM 291336Z)

- Distance Support Request
  - Activity
  - Point of Contact (Name, phone, e-mail)
  - UIC
  - System (Equipment Nomenclature)
  - APL Number
  - Problem Description
  - Priority (same as 3-M)
- Response Goals
  - Priority 1 or 2 – two hours
  - Priority 3 or 4 – four hours

What about documentation?

Discovering Work
Alterations

- *Modernization (Title K alterations)*
  - *Adds new capability or capacity*
  - *Extends life of ship*
  - *Programmed by OPNAV sponsor via Ship Platform Manager*
- *Maintenance (Title D, F alterations, AERs, PYWIs)*
  - *Improve reliability/maintainability of hull, systems, equipment*
  - *Normally programmed by TYCOM (TDO)*
    - *Also by equipment Life Cycle Manager via ISEA (ORDALT, MACHALT, EF ECP)*
- *Priorities based on*
  - *Employment*
  - *Operating schedule*

Soon only two types of alterations: Program & Fleet

Documenting Work

- *All work documented in CSMP*
- *Importance cannot be overemphasized*
  - *CSMP basis of all funding*
  - *Only work in CSMP is authorized*
- *Essential for well-maintained ship*

CASREPs are <u>not</u> Work Candidates

Documenting Work Work Candidates (OPNAV 4790/2K)

- The means to document
- Unique for each maintenance item
  - Exceptions
- References
  - 3-M Manual (Chapter 6 & Appendix B)
  - SNAP/OMMS User Guide
  - COMNAVSURFLANT ltr 4700 SerN432A/0775 dtd 8 May 1998 (CMI/I Process Ltr 3)

Documenting Work Work Candidates (OPNAV 4790/2K)

- Most important work candidate data fields
  - All configuration fields
  - Allowance Parts List (APL) Number (Block 4)
  - Equipment Noun Name (Block 5)
  - Location (Block 6)
  - Equipment Status Code (Block 7)
  - Remarks/Description (Block 35)
  - Priority (Block 41)
  - Deadline Date (Block 28)
- Additional important fields
  - Alterations (Block 18)
  - CSMP Summary (Block 37) – SHIPMAIN metrics
  - Supplementary information (Block 47)
- See CNSF Note 4701 for specifics

NOTE: Blocks do not apply in OMMS-NG

Documenting Work
CSMP Ship File

- *Who*
- *When*
- *How*
- *Internal Review – bridges documenting & validating*
  - *Initial*
  - *Periodic*
- *Updates to CSMP shore file*
  - *Supporting documents by e-mail to:*

  2LIMA@force.cnsl.spear.navy.mil

Documenting Work
CSMP Shore File

- *Input from ship file*
- *Other work*
  - *Identified & funded by shore-based managers*
    - *Scheduled class maintenance*
    - *Alterations*
    - *Availability support requirements*
    - *History data*
  - *Visible to ship via Work Candidate Status Repor*

Documenting Work (Requesting Alterations)

- Modernization (existing or new)
  - CO submits request (message or letter) via
    - Operational chain
    - CNSL staff point of contact
- Maintenance – CO submits request
  - Existing –via RMC (message or letter)
  - New – via CSMP (work candidate)

SHIPMAIN Metrics

- *Cycle Times*
  - *Ship to Shore (ship metric)*
  - *Shore to Screen (Maintenance Team metric)*
- *First Pass Yield*
  - *Ship Work Candidate FPY (ship metric)*
- *On-Time Delivery (Maintenance Team metric)*
  - *CNO Availability – A-240*
  - *FMAV – A-40*
  - *CM/TA3 – RMAIS entry date + 14days*
- *Growth and New Work - only MA RMC, right now*
  - *Combined Growth and New Work Dollars per Month*
  - *Percentage paid over normal base price model*

Validating Work
COMNAVSURFOR Changes

Three levels of validation

- ***Initial Validation*** *– responsibility of*
  - *Originator (usually ship)*
  - *Maintenance Team*
- ***Requirement Validation*** *– responsibility of Maintenance Team*
- ***Final Validation*** *– responsibility of the Port Engineer*

Validating & Diagnosing Work

- *Ship's force initial validation*
  - *At minimum*
    - *Is APL number correct*
      - *Serial or equipment number is equally important in many cases*
    - *Are remarks specific & do they stand alone*
    - *Are priority and deadline date appropriate and consistent*

What is your ship's 2K rejection rate?

Validating & Diagnosing Work Characterizing Maintenance Requirements

- Importance
  - Relevance to mission
    - Necessary
    - Desirable
  - Equate to 3-M priority
- Urgency
  - How soon must maintenance be completed
    - Immediate
    - Routine
  - Equate to 3-M deadline date

Validating & Diagnosing Work

Work Candidate Priority One

"Mandatory"

- C-4 CASREP
- Critical safety or damage control item
- Required for performance of ship's mission
- Required to sustain minimum acceptable level of human needs & sanitation

Validating & Diagnosing Work

Work Candidate Priority Two

"Essential"

- *C-3 CASREP*
- *Extremely important safety or damage control item*
- *Required for sustained performance of ship's mission*
- *Required to sustain normal human & sanitation needs*
- *Required to maintain overall integrity of ship or system essential to ship's mission*
- *Required for minimum acceptable level of preservation or protection*
- *Contribution overshadows cost to accomplish*

Validating & Diagnosing Work

Work Candidate Priority Three

"Highly Desirable"

- *C-2 CASREP*
- *Important safety or damage control item*
- *Required for efficient performance of ship's mission*
- *Required to sustain normal human comfort*
- *Required to maintain overall integrity of backup equipment or system not essential to ship's mission*
- *Effect major reduction in future maintenance in troubled system*
- *Required for minimum acceptable appearance*
- *Contribution equals cost to accomplish*

Validating & Diagnosing Work
Work Candidate Priority Four
"Desirable"

- Contributes to efficient performance
- Contributes to normal human comfort & welfare
- Required for overall integrity other than essential or backup
- Contributes to appearance in important area
- Significantly reduce future maintenance

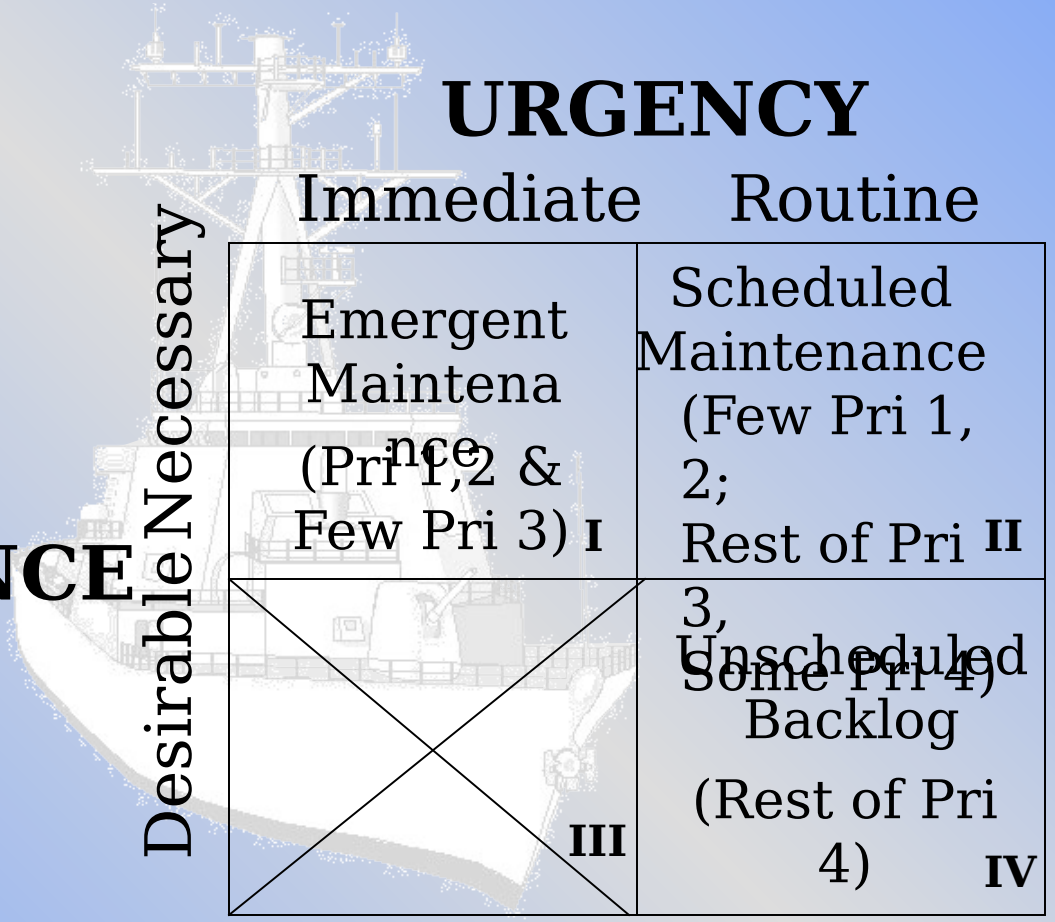
Validating & Diagnosing Work

Consolidated Work Candidate Priority Codes

PRI	NATURE	DESCRIPTION
1	MANDATORY	• C-4 CASREP (Casualty Report) • CRITICAL safety or damage control item • Required for PERFORMANCE of ship's mission • Required to sustain BARE MINIMUM acceptable level of human needs and sanitation
2	ESSENTIAL	• C-3 CASREP • EXTREMELY IMPORTANT safety or damage control item • Required for SUSTAINED PERFORMANCE of ship's mission • Required to sustain NORMAL level of human needs and sanitation • Required to maintain OVERALL INTEGRITY of ship or a system essential to ship's mission • Contribution overshadows cost to accomplish • Required for MINIMUM acceptable level of preservation and protection
3	HIGHLY DESIRABLE	• C-2 CASREP • IMPORTANT safety or damage control item • Required for EFFICIENT PERFORMANCE of ship's mission • Required to sustain NORMAL level of human COMFORT • Required to maintain OVERALL INTEGRITY of equipment or a system NOT ESSENTIAL to ship's mission, but required for backup capability • Contribution equals cost to accomplish • Will effect major reduction in future ship maintenance in selected troublesome system • Required for MINIMUM acceptable level of APPEARANCE
4	DESIRABLE	• Contributes to efficient performance • Contributes to normal level of human comfort and welfare • Required for overall integrity other than essential or backup • Contributes to appearance in an important area • Will significantly reduce future maintenance

Reference
3-M Manual
OPNAVINST
4790.4C

Characterizing Maintenance Requirements



Validating & Diagnosing Work

Technical Data
APL-EIC
Location - Serial #

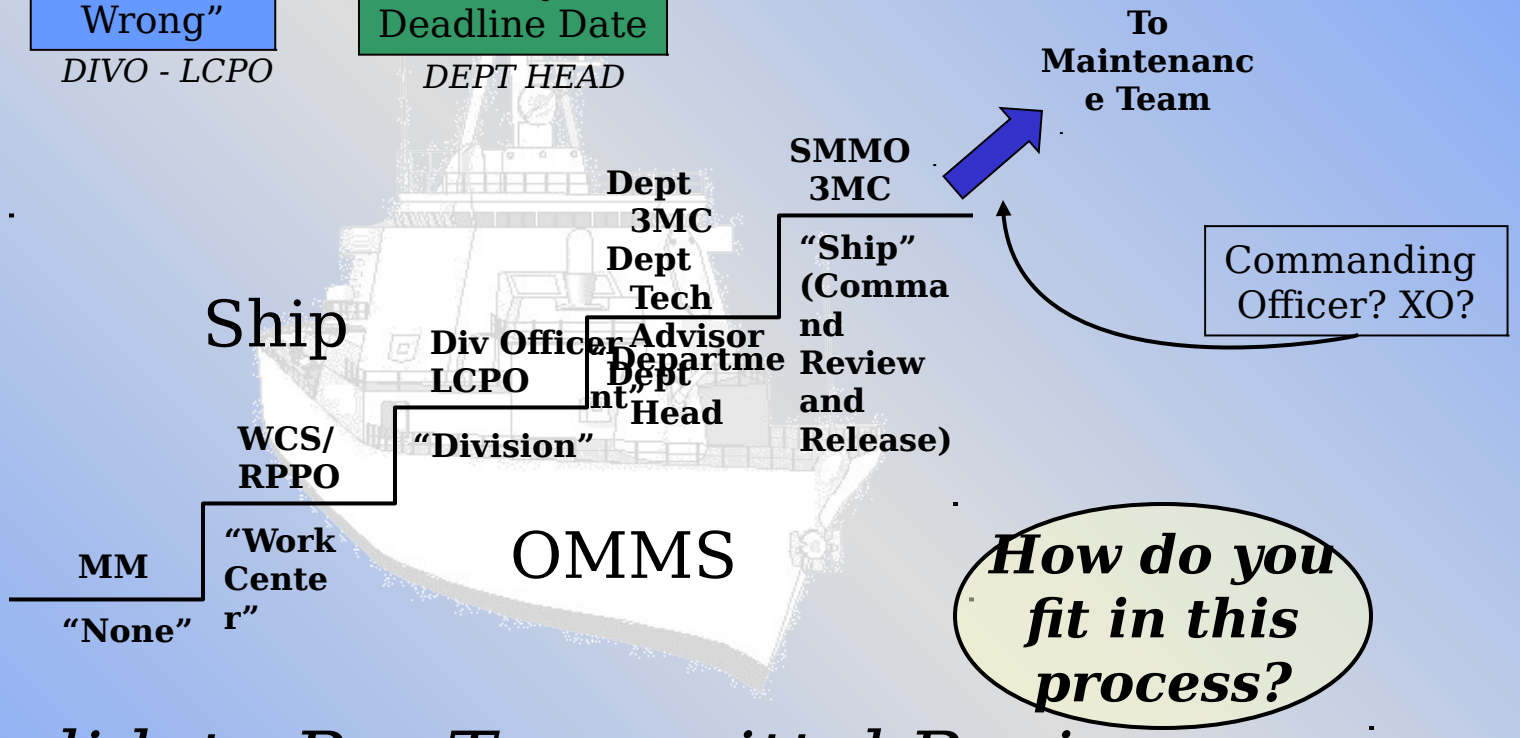
WCS

Block 35
"What's Wrong"

DIVO - LCPO

Summary, Priority & Deadline Date

DEPT HEAD



Work Candidate Pre-Transmittal Review

Validating & Diagnosing Work

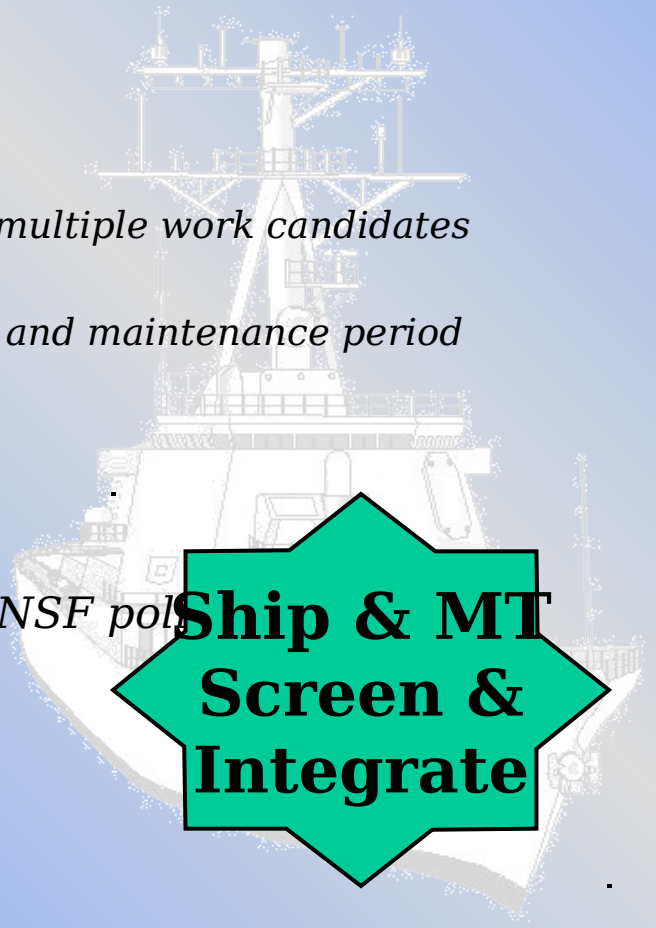
- *Maintenance Manager does final validation*
  - *Same minimum fields*
  - *Validates by*
    - *Personal observation*
    - *Knowledge of work centers' quality*
    - *Requesting technical assistance*
  - *Rewrites or corrects following CO policy*

Work candidates prepared by independent technical experts or by assessment teams expected to be valid

Integrating & Screening Work

- *Integration*
  - *Combining or grouping multiple work candidates*
- *Screening*
  - *Selecting level of repair and maintenance period*

- *Ship*
  - *Initial action*
- *Maintenance Team – CNSF pol*
  - *Final action*



Maintenance Figure of Merit (M-FOM)

- *Numerical expression indicating criticality of work candidate*
- *Provides sequentially priority-ranked CSMP*
- *Computer generated*
- *TYCOM establish FOM threshold*

Maintenance Figure of Merit (M-FOM)

FOM = (MCC/PRI)x(S/100)x(STm)x(SFSCRm)x(12.5)

Where:

MCC = Mission Criticality Code from SCLSIS/CDMD-OA and MRS

PRI = 3-M priority as reported by ship

S = MRS Severity

STm = Modified Job Status

SFSCRm = Ship's Force screening modifier function of SWLIN, priority and eq[illegible]

Will discuss SWLIN during 3-M Topic

Screening Criteria

- Assign to lowest maintenance level with
  - Capability
  - Capacity
- Fill public (government) capacity first
- Screen based on
  - Importance (work candidate priority)
  - Urgency (work candidate deadline date)
    - Deployed ships
    - Deploying ships
    - Other ships with CASREPs

Order of urgency

Screening Options

- *CNO Scheduled Availability (XCZ)*
  - *SRA/DSRA/EDSRA or PMA/DPMA*
  - *9 weeks per CNSF policy*
- *Alongside Scheduled Continuous Maint Avail (XAZ)*
  - *Organizational, Intermediate, Depot*
- *Continuous Maintenance Availability (XCM)*
  - *Intermediate, Depot*
- *Emergent Availability (XEM)*
  - *Intermediate, Depot*
- *Unfunded Availability (UNF)*

Surface Ship Maintenance Depot Scheduling Policy

- *COMNAVSURFORNOTE 4702*
  - *A360 - SYSCOM and TYCOM issue S/A authorization letter*
  - *A-240 50% locked*
  - *A-210 80% depot locked (FFP)*
  - *A-170 100% depot locked; all AIT support identified (FFP)*
  - *A-150 All AIT contracts issued*
  - *A-120 All AIT support Identified*
  - *A-120 80%Depot locked, 100% O and I*
  - *A-75 100% locked at A-75*
  - *A-120 Solicit bids (FFP)*
  - *A-60 Package finalized (MSMO); contract awarded (FFP)*
  - *A-30 Work Package Integration Review*

Surface Ship Maintenance Policy

- *Depot work identified after CNO availability work package is definitized (or locked)*
  - *If emergent, accomplish to meet operational requirements*
    - *Do a business case analysis*
  - *If routine, accomplish outside of CNO availability in either*
    - *Alongside Scheduled Continuous Maintenance Availability (XAZ)*
    - *Continuous Maintenance Availability (Unscheduled) (XCM)*

Scheduled Depot Availabilities

Planning, Programming & Budgeting

- Long-term (Planning & Programming; 3-8 years)
  - Maintenance Requirements System (MRS)
    - 3-M data analysis (history, current CSMPs)
- Current year (Budgeting)
  - Proration of total available funding
    - Based on prioritized requirements from 50% lock (A-240)
  - Implication
    - Based on CSMP, before deployment
  - Maintenance Manager will prepare Maintenance Business Plan
    - CO reviews & approves before submission

Estimating & Tasking Work

- *Estimating – MT gets estimates from planning activity*
  - *Now part of validating per CNSF policy*
  - *Estimates also used to measure "backlog"*
    - *Used to feed MRS (OPNAV & NAVSEA's maintenance budget requirement tool)*
- *Tasking – MT directs work planning if required*
  - *If estimate acceptable*
- *Ship's force track progress of work ashore*
  - *Work Candidate Status Report*
  - *Depot Availability Authorized Work Package Report*

SHAPEC
Ship Availability Planning and Engineering Center

- Streamline Process for Determining
  - Technical, Material, and Planning Requirements
- Standardize
  - Planning Products
  - Practices
  - Procedures
- Ensure Sharing & Reuse of Planning Products
- Provide Libraries of Reusable Planning Products
- Migrating to Navy Maintenance

SHAPEC Ship Class Assignments

- DDG 51: SS* Bath
- CG 47: SS Pascagoula
- DD 963: SS Portsmouth
- AOE: PSNS
- LPD/LSD: SS SD

*SS = SUPSHIP

- LHA/LHD: NNSY
- MCM/MHC: SS JAXDI
- FFG: SS JAX
- ARS: SS Portsmouth
- PC: PSNS Boston Det

Being phased out through NMD and MSC

Planning Work

- Emergent work – immediate
  - Execution may start before planning complete
- Scheduled work – real time but deliberate
  - Planning completed prior to execution
- Planning activity
  - Gathers references
  - Writes specifications
  - Orders material
- Maintenance Team integrates work package

Planning activity may also be executing activity

Master Specification Catalog

- Master Specifications – non-deviational
  - NAVSEA Standard Work Items
  - Master Specification Work Items
  - Local Standard Items
- Templates
  - Class standard work templates
  - Standard work templates
  - Local work templates
- Phraseology
  - Blocks of frequently used text
- Reports

Planning Work

- Emergent work – immediate
  - Execution may start before planning complete
- Scheduled work – real time but deliberate
  - Planning completed prior to execution
- Planning activity
  - Gathers references
  - Writes specifications
  - Orders material
- Maintenance Team integrates work package

In MSMO executing activity will be planning activity

Continuous Maintenance Work Flow Overview

Ship
- Creates 2Ks in OMMS
- Up-lines 2Ks to RMAIS

via MM

Discovered by Off-Ship Assessment Uploads 2Ks to OMMS

Maintenance Team
- Creates 2Ks in RMAIS for "Scheduled Maintenance": ICMMP tasks, Alterations & Routines
- Validates/edits 2K in RMAIS
- Causes planning actions
- Screens jobs to Avails
- Brokers *Emergent* jobs to Gov't Agent
- Closes non-assigned ICMMP tasks

Gov't Agent (?)
- Assigns emergent jobs

X71/X72 Availability FMAV alongside tender & ship to shop
X74/X75 Availability FY RAVs for Med/NAVCENT homeported ships
→ CSF6F

X21/X22 Availability FMAV I/II
X51 Availability Concurrent FMAV
→ FMA (Will transition to Planning Activity)

X61/X62/X63 Availability Advance planning for scheduled depot work
X6D Availability Docking depot work
→ Planning Activity

Continuous Availabilities
- Calibration (C30)
- Emergent (C31)
- Intermediate (C32); Depot (C68)
- HME-RA (CA1,2,3,4)

→
- Regional Cal Lab
- FMA/NSY/SS/MSMO
- FMA/NSY/SS/MSMO/CIS
- SUPSHIP/MSMO/CIS

Responsible RSG/RMC when Ship in other region
→ Planning and Repair Activity

990/991 Availability Configuration change request
→ TYCOM, ISEA, PY

992 Availability Maintenance Mgr "hold box" - action pending/research
→ Maintenance Manager

N91 Availability Valid work; authorization unlikely
→ Special "hold box"

993 Availability Temporary hold of alterations & routines until A-270
→ Special "hold box"

This the current LANT version
BRT in progress to resolve

Continuous Maintenance Work Flow Overview

Ship
- Creates 2Ks in OMMS
- Up-lines 2Ks to RMAIS

via Main TM

Discovered by Off-Ship Assessment Uploads 2Ks to OMMS

Maintenance Team
- Creates 2Ks in RMAIS for "Scheduled Maintenance": ICMP tasks, Alterations & Routines
- Validates/edits 2K in RMAIS
- Causes planning actions
- Screens jobs to Avails
- Brokers *Emergent* jobs to Gov't Agent
- Closes non-assigned ICMP tasks

Gov't Agent in RMC WFO
- Assigns emergent jobs

XAZ Availability FMAV alongside tender & ship to shop
XCZ Availability FY RAVs for Med/NAVCENT homeported ships

→ CSF6F

XAZ Planned Avail includes O,I&D work
1 to 6 weeks long - remain inport

→ Planning Activity (multiple executing activities)

XCZ CNO Avail includes O,I&D all major modernization work accomplish in "shipyard"

→ Planning Activity Gov't or KTR

XCM Continuous Avail
- **Calibration**
- **Intermediate and Depot**
- **Assessment Tasks**
- **Ship To Shop**

→ Plan and Execute
- Regional Cal Lab
- Gov't -FMA / NSY
- Private - KTR / MSMO / CIS - IDIQ

XEM Avail Only EMERGENT work
Cannot moved to different avail

→ Planning and Repair Activity

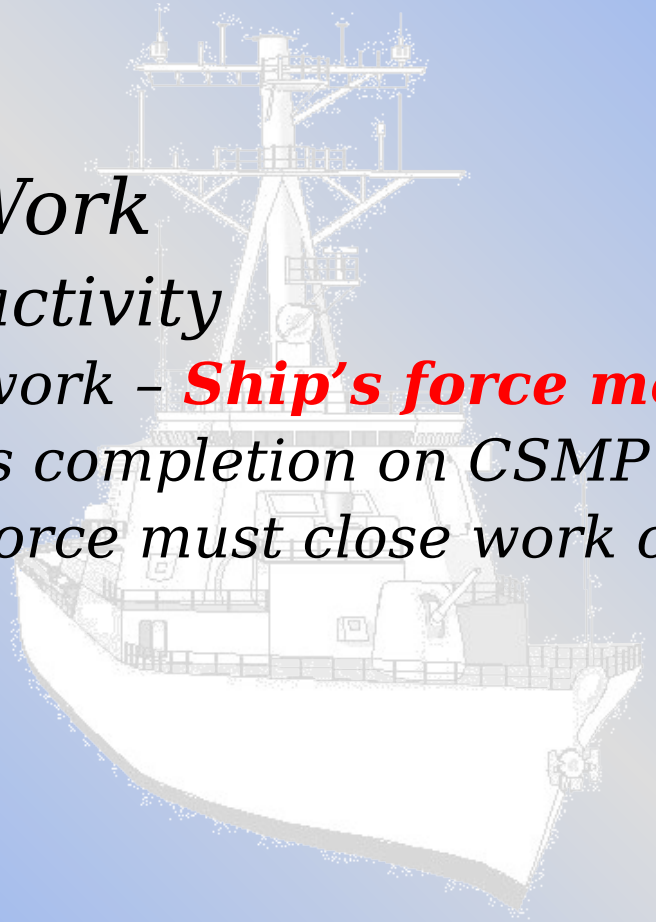
other region → Maintenance Manager

UNF Availability Valid work; authorization unlikely

→ Special "hold box"

Executing Work

- *Executing Work*
  - *Executing activity*
    - *Performs work – **Ship's force monitors***
    - *Documents completion on CSMP shore file*
      - *Ship's force must close work candidate on ship file*



Accomplishing Alterations

- Scheduled availabilities
  - By executing activity
  - By Alteration Installation Team (AIT)
    - AIT may submit work candidate for support requirements
- Between availabilities
  - By AIT
  - Scheduled through AIT scheduling process

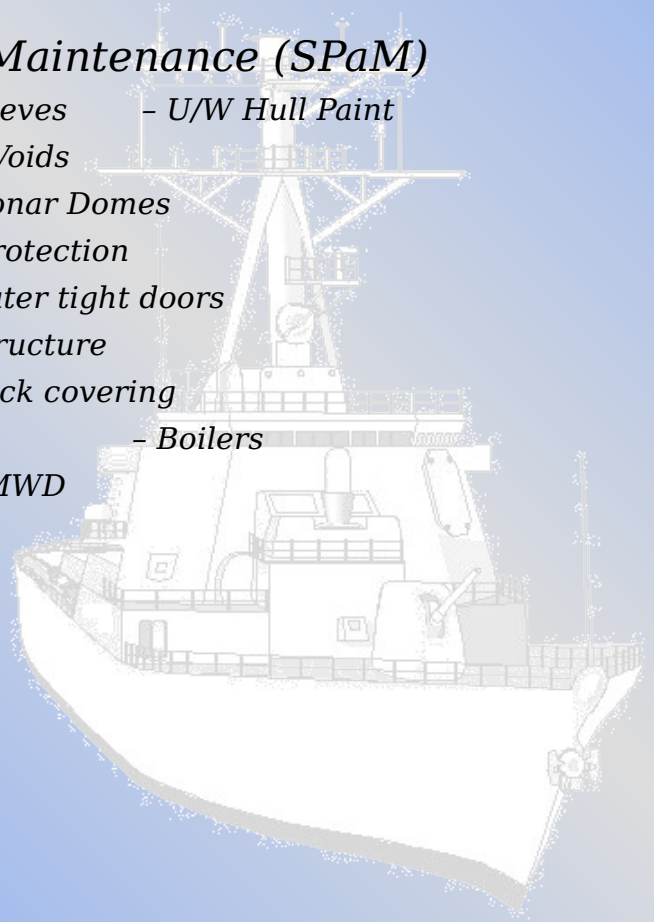
More later

Analyzing Work

- *Ship's 3-M history data used by:*
  - *OPNAV sponsor*
  - *Life cycle manager*
  - *TYCOM*
  - *Industrial facility managers*
- *Used to improve process & system reliability and to determine funding requirements*

Analyzing Work
TYCOM Projects

- *SURFLANT Proactive Maintenance (SPaM)*
  - *Sea Chests & Waster Sleeves – U/W Hull Paint*
  - *Sea Valves – Tanks and Voids*
  - *U/W Hull Structure – Sonar Domes*
  - *Docking – Cathodic Protection*
  - *Firemain System – Water tight doors*
  - *Diesel Engines – Hull structure*
  - *Galley & Scullery – Deck covering*
  - *Top side paint – Boilers*
  - *LP/MP Air Systems – CMWD*

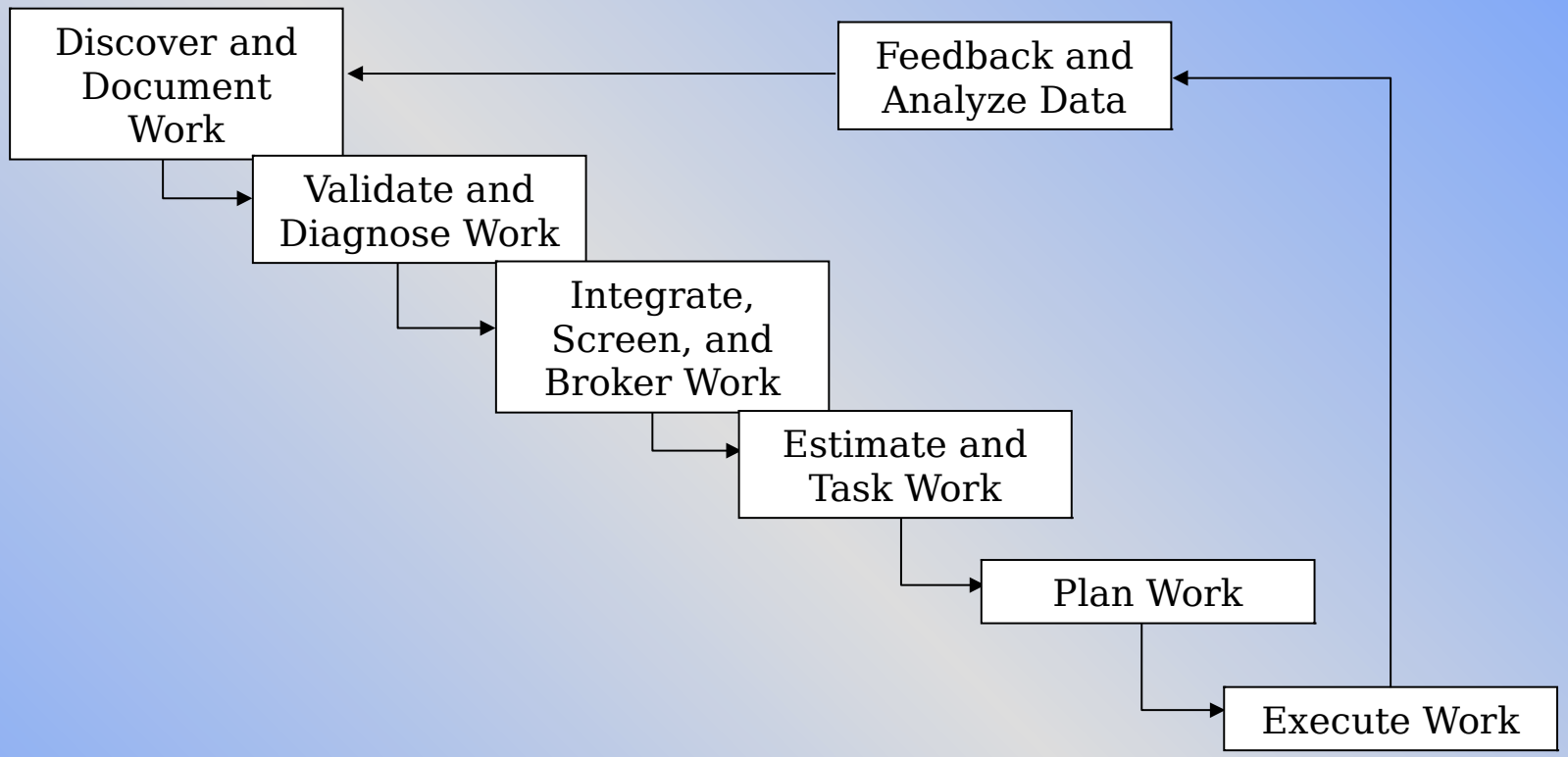


Measures

- *Need to Capture Expended*
  - *Man-hours*
  - *Material Costs*

- *Need to Determine & Track Maintenance Backlog*
  - *Valid CSMP*
  - *Must be able to estimate projected backlog*

Integrated Fleet Maintenance Management Process



A Universal Process for Documenting and Processing Maintenance Information

Managing Maintenance
Deployment

- Still the same common workflow
  - process unchanged for ship's force
  - Off-ship phases vary
- COMSERVFORSIXTHFLT
  - Conducts pre-deployment briefings
  - Coordinates all work overseas
    - Intermediate level – BFIMA or tender (if available)
    - May task SRU to assign mission-critical work to contractor
  - Issues daily
    - Maintenance coordination message
    - Tender repair status message

Managing Maintenance
Deployment

- *Before deployment*
  - *Ship's force "scrubs" CSMP after last <u>scheduled</u> availability*
  - *Maintenance Manager assigns existing non-depot work candidates to CSF6F or SRU Bahrain*
- *During deployment*
  - *Ship's force submits work candidates in normal fashion*
    - *Off ship work candidates screened through BFIMA / ARGIMA*
  - *MSC Staff increasing to support CSF*
  - *Maintenance Manager assigns to CSF6F or SRU Bahrain*
    - *Emergent level work depot and technical assistance*
    - *All Intermediate level work*
- *Return to CONUS*
  - *Ship's force "scrubs" CSMP after last <u>scheduled</u> availabili*
  - *Ship's force utilizes HME-RA IV*

More later

Stay Tuned

- *Continuous Maintenance Continuously Improves*
- *SHIPMAIN Grams*
  - *Contain policy statements*
- *COMNAVSURFORNOTES*
  - *SHIPMAIN policy and implementation*
  - *Will be incorporated into JFMM*
- *Interim Changes by CMI/IP Letters Transmitted Electronically*
  - *http://www.spear.navy.mil/CMI/index.htm*

Ship's Force Bottom Line

- *Take steady strain in work prioritization*
- *Be involved in planning, scheduling and execution of scheduled work*
- *Control sense of urgency in effecting a repair*
- *Have solid zone inspection program*
- *Maintain accurate CSMP*
- *Report CASREPs*

More to Follow

Command Level

Next Topic

Maintenance & Material Management